

Plenary Annex 1

Hang gliding Open Meeting Report

Chair: Jamie Shelden

15 committee members and visiting pilots present:

Matazono Akira, Niels Jorgen Askirk, Phil Chettleburgh, Daniel Dimov, Regina Glas, Arne Hillesfad, Thomas Koller, Claudia Mejia de la Pava, Frank Nalter, Igor Nikitin, Georgiy Rasnikov, Herbert Siess, Barbara Sonzagni, Tom Weissenberger, Jochen Zeischka.

Discussed:

- Precision of turnpoint scoring:
- Penalties in local regulations and creation of local regulations template for use in Category 1 events
- Sport Class definition/direction
- Prototype and sprog checking
- Bids for Category 1 events (Ager, Italy and France)
- Class 5 eligibility
- S7 changes

All issues discussed and agreed on with the following amendments being accepted:

Class 5 Eligibility (2.2.1.3)

In the 36 months before the ranking reference date, which is 3 calendar months before the championships starts, a pilot must have:

- been ranked with as least 20 WPRS points in hang gliding Class 1, 2 or 5
- flown a Class 5 glider in at least one Category 2 FAI sanctioned competition with at least 30 participants

Place the word “WPRS” between “20” and “points” to make it clear that it refers to the World Ranking and not the result in a given event. (for Class 1 & 5 rules)

Minimum Cross Country Competition Numbers (15.5.1.1)

There should not be no minimum number of competitors required to validate a competition in any class. **Proposal to remove 15.5.1.1 from Section 7.**

Live Tracking Delay

Agreed there must be a mandatory delay when live tracking is used at a Category 1 hang gliding event. **Proposal for amendment to Section 7 (hang gliding only):**

Where live tracking is used at a Category 1 cross country championship, any publicly available feed must have a delay equal to the start interval plus 5 minutes for tasks with multiple start gates. For any other type of task (e.g. a single race start or an elapsed time start), the delay will be at least 15 minutes. The use of live tracking information as a strategic aid from the ground to pilots in the air is considered unsportsmanlike behaviour.

LRs for the MKD Class 1 Euros/ Class 5 Worlds need to be adjusted.